



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION  
APRIL 2018 MPO MEETINGS**

**Agenda Item:** Amendments to the 2040 Total Mobility Plan

**Presenter:** Wykoda Wang, MPO Staff

**Summary:** The CORE MPO's current Metropolitan Transportation Plan (MTP), CORE Connections 2040 Total Mobility Plan (2040 Plan or 2040 MTP for short), was adopted by the CORE MPO Board in August 2014. The MTP can be amended as project scopes change or new needs are identified.

According to the CORE MPO's Participation Plan adopted in March 2016, any proposed changes to the MTP can be sorted into three categories.

- Administrative Modification – 1) Making a minor revision (as defined in GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan; OR 2) Adding, deleting, or modifying a project in the MTP's vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.
- One Step Amendment – 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); AND 2) The request **would not** affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.
- Two Step Amendment – 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); OR 2) The request **would** affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

For any MTP amendment, the MTP must remain financially balanced in the impacted cost band after the amendment. The total project costs must not exceed the expected revenues. The MTP amendment process for the proposed project change varies (either two-step or one-step), so it's important to determine what kind of amendment is being pursued.

In February 2018 Chatham County requested to program the Right-of-Way (ROW) and Construction (CST) phases of PI# 0013727, I-16 @ SR 307 into FY 2018 – 2021 TIP. Since these two project phases are currently not included in the fiscally constrained 2040 MTP, they must be amended into the MTP before TIP amendments can be processed.

Chatham County also requested that PI# 0011744, I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS be moved to the unfunded Vision Plan and that the scoping phase of this project currently programmed in FY 2020 be deleted from the TIP so that the Z230 funds can be allocated to PI# 0013727.

The detailed information is listed below.

## **Proposed 2040 MTP Amendments**

### **PI# 0013727, I-16 @ SR 307**

#### **Project Description**

This project originated from a GDOT lump sum project and a local project from Chatham County. It has been determined later to merge the GDOT/Chatham County projects into one for a diverging diamond at I-16/SR 307 and let this project as a part of the design-build contract with the other two projects – I-16 widening (PI# 0012757) and I-16/I-95 interchange reconstruction (PI# 0012758). The proposed project will provide operational improvements to the 1-16 at State Route 307/Dean Forest Road Interchange. The project includes widening and relocation of the existing ramps and reconstruction to a diverging diamond interchange (DDI). The SR 307/Dean Forest Road bridge over 1-16 will also be replaced.

#### **Project Justification**

The 1-16 @ SR 307 project was the #1 ranked project from the CORE MPO's STBG Call for Projects during the 2018 - 2021 TIP development. Its Preliminary Engineering (PE) phase was amended into Cost Band One of 2040 MTP in June 2017 before being programed in the TIP. It was determined at that time that the ROW and CST phases would be amended into the 2040 MTP when the concept report is approved, and additional funding is identified. This project has regional impacts that will provide direct improvements to Unincorporated Chatham County, City of Savannah, Garden City and Pooler. It will also provide improved access to the Mega-Site and the Georgia Ports Authority. The project will improve the safety of the interchange by replacing the existing, deteriorated bridge with a new structure. Converting the standard diamond interchange to a diverging diamond interchange will also improve operations.

#### **Reason for Amendments to CORE MPO's 2040 MTP**

Chatham County is partnering with GDOT to let a design-build contract for the project. The concept report has been approved. GDOT has identified some funds to implement the project. Chatham County is also committing local funds to help offset the total project cost. The project is ready to move forward. Before it can be programmed in the FY 2018 – 2021 TIP for implementation, the project's ROW and CST phases need to be amended into the cost feasible portion of the 2040 MTP.

### **Programming Information**

The table below outlines the requested programming information. The programming years correspond to Cost Band One (2015 – 2020) of 2040 MTP.

| Phase        | Proposed Funding Year | Estimated Total Phase Cost | Fund Source |
|--------------|-----------------------|----------------------------|-------------|
| PE           | 2018                  | <b>\$980,494</b>           | Z230/Local  |
| ROW          | 2018                  | <b>\$322,000</b>           | Z230/Local  |
| ROW          | 2018                  | <b>\$6,439,000**</b>       | Z001/State  |
| CST          | 2020                  | <b>\$18,400,000**</b>      | Z001/State  |
| CST          | 2020                  | <b>\$2,000,000</b>         | Z230/Local  |
| <b>Total</b> |                       | <b>\$28,141,494</b>        |             |

\*Purple text indicates the amendment requests.

\*\*Additional funds (\$24,839,000 by GDOT) beyond the original 2040 MTP revenue projections.

### **PI # 0011744, I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS**

#### **Project Description**

The project is to remove and replace the I-16 exit ramps and overpass at Montgomery Street and MLK Jr. Blvd in Savannah in order to restore part of the original grid system removed when I-16 was constructed. Major objectives are to restore efficient connections between the city center, the Downtown Expansion Area to the west, and surrounding neighborhoods; and recreate viable, pedestrian-friendly urban form.

#### **Project Status**

The Scoping phase is included in Cost Band One and the Preliminary Engineering (PE) phase is included in Cost Band Two of the 2040 MTP. The Scoping phase is currently programmed in FY 2020 in the FY 2018 – 2021 TIP with a cost estimate of \$741,551.

#### **Chatham County's Request for Project Changes**

Chatham County requests to move this project to the unfunded Vision Plan. Chatham County also requests to remove federal Z230 funding currently programmed in FY 2020 for this project and reallocate the funds (\$741,551) to PI# 0013727, I-16 @ SR 307.

Based on the project programming information, the ROW and CST phases of the SR 307/I-16 interchange project need to be amended into Cost Band One (2015 – 2020) of the 2040 MTP. The additional funds of \$24,839,000 beyond the revenue projections of the 2040 MTP to be provided by GDOT, together with the current balance in Cost Band (around \$39 million) should be able to cover the ROW and CST costs of PI# 0013727.

Because additional revenues from sources such as HB 170 and Fastlane grants have been added to the program since the current MTP was adopted in 2014, there is currently a positive

funding balance in Cost Band One of the MTP sufficient to allow the I-16 Exit Ramp Removal project Scoping Phase to remain in Cost Band One and PE Phase in Cost Band Two.

In summary, amending the ROW and CST phases of the SR 307/I-16 project to the 2040 MTP's Cost Band One will not negatively impact the financial balance of the plan. There are also no needs to delete the I-16 Exit Ramp Removal project from the cost feasible plan.

## **Public Participation Process:**

Since the proposed 2040 MTP amendments will not negatively affect the financial balance of Cost Band One (the changes *would not* affect the funding or timing of other projects in the MTP's financially constrained plan), the **One-Step Amendment process** needs to be followed. The process is listed below.

**CORE MPO Board Meeting:** At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.

Public participation procedures for one-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

To satisfy the requirements, the MPO staff advertised a public notice on Sunday, April 8 for a 15-day comment period and a public hearing. The comment period is from April 11 to April 25, 2018. The item has been put on the agendas of the CORE MPO Board and advisory committee meetings for April 2018 with the public hearing to be held in conjunction with the CORE MPO Board meeting on April 25, 2018. Comments received by the MPO staff will be incorporated into the revised draft MTP amendment document as they come and the updated document will be posted on the MPO's website. Decisions on the 2040 MTP amendments by the CORE MPO Board are expected to be made on April 25, 2018.

**Recommendation:** For endorsement and approval of proposed amendments to the CORE MPO's 2040 Metropolitan Transportation Plan.

## **Appendix**

- Appendix A: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment
- Appendix B: Public Involvement Documentation

## **Appendix A: Excerpt of CORE MPO Participation Plan Regarding MTP Amendment**

### **Participation for Changes to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP)**

While the MPO updates the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) on a regular schedule, there will be many instances during the cycle when either administrative changes or amendments are required. Generally administrative changes are minor changes which do not alter the original project intent or require financial rebalancing of the plan, while amendments are changes that do have those types of impacts on the plan.

Because the TIP focuses on an immediate four-year time frame, it includes the more active phases of projects, and therefore requests for changes tend to focus on the TIP. However, the longer range MTP is the guiding document. As one can infer from the descriptions of the MTP and the TIP above, the TIP is a subset of projects (or certain phases of projects) listed within the MTP's financially constrained plan. In order to qualify for federal funds, new projects must be consistent with the MTP before they are eligible for inclusion in the TIP. Changes to projects that are already in the TIP (and thus also in the MTP) are documented in an addendum to the MTP.

Any person requesting project revisions, additions, or deletions to the CORE MPO TIP or MTP should send to CORE MPO staff written details of the request, including:

- Project description or changes in existing descriptions;
- Project location and termini or changes in existing location and termini;
- Costs of each phase of the project (new projects) or changes in existing costs;
- Expected authorization year of each phase or changes in those (if the request involves the immediate four-year TIP window);
- Funding sources or changes in funding sources (if the request involves the immediate four-year TIP window);
- Reason for change.

CORE MPO staff may request additional information if needed. Once all of the necessary information is received, MPO staff will use the information to determine whether the request is a TIP administrative modification (according to the description in GDOT's STIP amendment process in Appendix K), a TIP amendment that does not entail an MTP amendment, a TIP amendment that does entail an MTP amendment, or alternatively an MTP amendment that does not affect the TIP.

The guidelines below are used to distinguish between administrative modification and amendments. While most TIP amendments can be accomplished in one MPO meeting cycle (a one-step process), note that MTP amendments require MPO Board action at two separate meetings. TIP amendments which also necessitate an MTP amendment, will therefore require at least two meeting cycles in order to accomplish the necessary MTP amendment prior to action on the TIP amendment. The range of processes described below is intended to allow adequate review of requests, while recognizing that flexibility based on the context of the request will improve efficiency at multiple levels of government.

### **Procedures for Changes to the Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP)**

#### ***Administrative Modification***

The following types of requests are considered administrative modifications to the TIP or MTP, as long as the requested change does not require public review and comment.

- Making a *minor* revision (as defined in Appendix K: GDOT’s STIP Amendment Process) to a project that is already in the MTP’s financially constrained plan;
- Adding, deleting, or modifying a project in the MTP’s vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.

When the CORE MPO staff determines that the request is an administrative modification, the process consists of the following steps:

- 1) Transmittal of Confirmation: MPO staff transmits a confirmation to GDOT.
- 2) MPO staff posts the updated portion of the document(s) on the MPO web site.
- 3) GDOT sends a monthly list of notifications about administrative modifications to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA.

Projects that use zero federal funding, and that are not expected to need federal funding in the future, are not required to be included in the CORE MPO MTP or TIP. If a requester nevertheless would like to have these projects listed, then they can be included in an addendum to the MTP, with CORE MPO Board notification. Such projects can be listed in the TIP through an administrative modification.

CORE MPO reserves the right to re-start the change process as an amendment, in cases where it is found that the modification is controversial.

### ***One-step Amendment***

The following situations are considered one-step amendments.

- The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
- The request *would not* affect the funding or timing of other projects in the MTP’s financially constrained plan or TIP.

The process consists of the following steps:

- 1) CORE MPO Board Meeting: At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.
- 2) In instances where the project costs or other details differ from those listed in the adopted MTP, the updated project information will be noted in an addendum to the MTP.

Public participation procedures for one-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

### ***Two-step Amendment***

The following situations are considered two-step amendments. The second step of the process may include a TIP amendment as well, in many cases:

- The request is more than a minor revision (i.e. not eligible as an administrative modification); OR
- The request *would* affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

The process consists of the following steps:

- 1) First CORE MPO Board meeting: The CORE MPO staff and the appropriate advisory committees will recommend to the MPO Board whether additional review of the amendment to the MTP is warranted. The CORE MPO Board will then decide either to reject the proposal or authorize further review of the proposal.
- 2) Second CORE MPO Board meeting: If further review is authorized by the CORE MPO Board in the step above, the MPO staff will obtain and review additional information and present its findings and recommendation to the appropriate CORE MPO advisory committees. The recommendations of the MPO staff and the committees will then be provided to the CORE MPO Board. A public hearing will be held at that CORE MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the amendment to the MTP, approve it, or approve it with modifications. If the proposal also affects the TIP, then the CORE MPO Board may consider the TIP amendment at this same meeting or at a later meeting.

Public participation procedures for two-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

#### ***TIP Amendment Only***

If a project or study that is already consistent with the CORE MPO MTP, as determined by the Executive Director, requires a change that does not qualify as an administrative modification, as defined above, then a TIP amendment can be considered without the need for an MTP amendment. The TIP amendment process requires public advertisement, a 15-day comment period and response to all comments, either individually or in a summary form. There is no requirement for a public hearing. The amendment follows the usual MPO Committee process for action.

The use of federal funds requires completion of the environmental process in accordance with the National Environmental Policy Act (NEPA). Right-of-way negotiations may not take place until successful completion of the NEPA process. Final location and design of an amended project would be a function of the NEPA process. In Georgia, the Department of Transportation oversees the public participation in the environmental process. The MPO facilitates the participation process by providing early and continuous planning level input and by assisting GDOT in disseminating public meeting notices and project information.

## Appendix B: Public Involvement Documentation

April 2018

### PUBLIC NOTICE FOR MTP and TIP AMENDMENTS

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on proposed amendments to the 2040 Metropolitan Transportation Plan (MTP) and FY 2018 – 2021 Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is the short-term programming document that lists transportation improvement projects to receive funding in the next four years. Reports providing details of the proposed MTP and TIP amendments are available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <http://www.thempc.org/Dept/Tran>, and other public review agencies. Any changes to the reports will be posted on the website.

The comment period starts on **April 11, 2018** and written comments on the proposed MTP and TIP amendments will be accepted until close of business on **April 25, 2018**. Please send your comments to Wykoda Wang, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at [wangw@thempc.org](mailto:wangw@thempc.org).

CORE MPO will host two separate public hearings at the April 2018 CORE MPO Board meeting – one for the proposed 2040 MTP amendments, and the other for the proposed FY 2018 – 2021 TIP amendments. Meeting time and location are listed below:

#### **CORE MPO Board Meeting**

**April 25, 2018**

**10:00 a.m.**

**MPC Arthur A. Mendonsa Hearing Room  
112 East State Street, Savannah, GA 31401**

For a complete list of public review agencies or additional information regarding the proposed MTP and TIP amendments, please call (912) 651-1466.

Disclaimer: The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, religion, national origin, age, physical or mental disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program in its recruitment, employment, facility and program accessibility or services. MPC and CORE MPO are committed to complying with and enforcing the provisions of the Title VI of the Civil Rights Act and other federal and state non-discrimination authorities. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.



**DATE:** February 23, 2018

**TO:** Mark Wilkes, P.E., Interim MPO Executive Director

**FROM:** Nathaniel Panther, P.E., Senior Engineer

**SUBJECT:** Proposed TIP Updates for April 2018 CORE MPO Board Meeting P.I. No. 0013727, I-16 at S.R. 307

The I-16 at S.R. 307 project was the #1 ranked project from the CORE MPO's call for projects during the 2018-2021 TIP update. This project has regional impacts that will provide direct improvements to Unincorporated Chatham County, City of Savannah, Garden City and Pooler. It will also provide improved access to the Mega-Site and the Georgia Ports Authority. The project proposes to improve the safety of the interchange by replacing the existing, deteriorated bridge with a new structure. Improvements also include converting from a standard diamond interchange to a diverging diamond interchange to improve operations. Chatham County partnered with the Georgia Department of Transportation to develop preliminary plans to let a design-build contract for the project. However, there is a construction funding shortfall. The proposed TIP update will show a local commitment to the project to help offset some of the shortfall and let a design build construction contract.

Staff previously requested \$322,000 of matched Z230 funds be allocated to the Islands Expressway Bridge Replacement Project (P.I. No. 0007128) in FY2018. Because the project was let prior to the funds being approved by FHWA, these funds cannot be used on the Island's Expressway Bridge. This request is to shift the \$322,000 of matched Z230 funds from Island's Expressway to the I-16 at S.R. 307 project. The \$322,000 will be programmed towards ROW and Chatham County will provide the required match (\$64,400).

There is also a Z230 fund balance of \$911,441 in FY2020. Staff is requesting these funds be allocated towards a CST phase for the I-16 at S.R. 307. Chatham County will provide the required match (\$182,288).

Finally, staff is requesting that the \$741,551 of Z230 funds allocated for scoping for the I-16 at Montgomery Street Ramp Removal Project (P.I. No. 0011744) be shifted to a CST phase for the I-16 at S.R. 307 project in FY2020. The Montgomery Street ramp removal project lingered for years without a project sponsor. The allocated funds are only for a scoping phase, and no additional funding for PE, ROW, UTL or CST are identified. This project should be shifted to the unfunded vision plan until a project sponsor commits to developing and funding the project. Chatham County will provide the local match for the Z230 funds (\$148,310) as well as additional local funds to bring the CST phase in FY2020 to \$2,000,000.

The attached spreadsheet shows the existing and requested fundings amounts for the I-16 at S.R. 307 project. If you have any questions or need anything else to put this on the CORE MPO's agenda for the April 2018 meeting, please let me know.

Attachment

Cc: Leon Davenport, P.E., County Engineer  
Lee Smith, County Manager  
Matt Bennett, P.E., GDOT Senior Design/Build Project Manager  
Meg Pirkle, P.E., GDOT Chief Engineer  
Thomas McQueen, GDOT Office of Planning Assistant Administrator

**Chatham County April 2018 TIP Sheet Requested Updates**

**Project: 1-16 at S.R. 307. P.I. No. 0013727**

|                     | <i>FY2018</i>      | <i>FY2019</i> | <i>FY2020</i>      | <i>FY2021</i> | <i>Totals</i>      |
|---------------------|--------------------|---------------|--------------------|---------------|--------------------|
| <i>P.E.</i>         | \$980,494          |               |                    |               | \$980,494          |
| <i>R.O.W</i>        | \$322,000          |               |                    |               | \$322,000          |
| <i>CST</i>          |                    |               | \$2,000,000        |               | \$2,000,000        |
| <b><i>Total</i></b> | <b>\$1,302,494</b> |               | <b>\$2,000,000</b> |               | <b>\$3,302,494</b> |
| <i>Federal</i>      | \$657,600          |               | \$1,322,394        |               | \$1,979,994        |
| <i>Local</i>        | \$644,894          |               | \$677,606          |               | \$1,322,500        |

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